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SINALOA HORSEMEN OF MEXICO WEAR LEATHER FLAPS TO PROTECT THEIR LEGS FROM THORNS

(See Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Italy Gives Hungary Port Rights at Fiume

TWO GEOGRAPHIC jokes which have been good for some time have passed out of existence within the last month.

The first is the famous one about the Swiss navy. A canal connecting the Rhine with Basel, Switzerland, now makes it possible for Switzerland to have a merchant marine and navy if she wishes.

Secondly, it is not good form to catch anyone up by asking the chief port of Hungary, because Hungary now has a port although it is not within her territory. By treaty with Italy, Hungary has been given port privileges at Fiume.

The United States Withdrew Its Consulate

In the days before the World War, when the Dual Monarchy was one of the most powerful and most prosperous countries of Europe, Fiume was the special sea door of Hungary just as Trieste was the port of Austria. The rivalry between these two Adriatic ports was not of the cut-throat variety. Both ports were needed, and both were steadily improved. After the war and D'Annunzio's coup, the situation changed. Fiume became the extreme edge of Italy. Its former extensive interior trade was cut off. Trieste, too, was hard hit; but being closer to a productive Italian territory, and a trans-shipping port as well, it was better able to weather the bad times. Whenever the Italian government could favor one of the two ports it naturally favored Trieste, and shipping at Fiume grew steadily less. A few years ago the United States closed its consulate at the port.

But for all this, Fiume has greater vitality than has been supposed. A visit to the city a few months ago disclosed a reasonably healthy business life. No large ships were in the port, but numerous small sloops were carrying on what appeared to be a brisk trade in lumber. There were no vacant shop buildings in the business section. Street paving was in progress, and buildings were being repaired. The chief evidences of trade reverses were visible in the huge, empty warehouses of Hungarian construction and the empty shipways formerly occupied by an important shipbuilding industry.

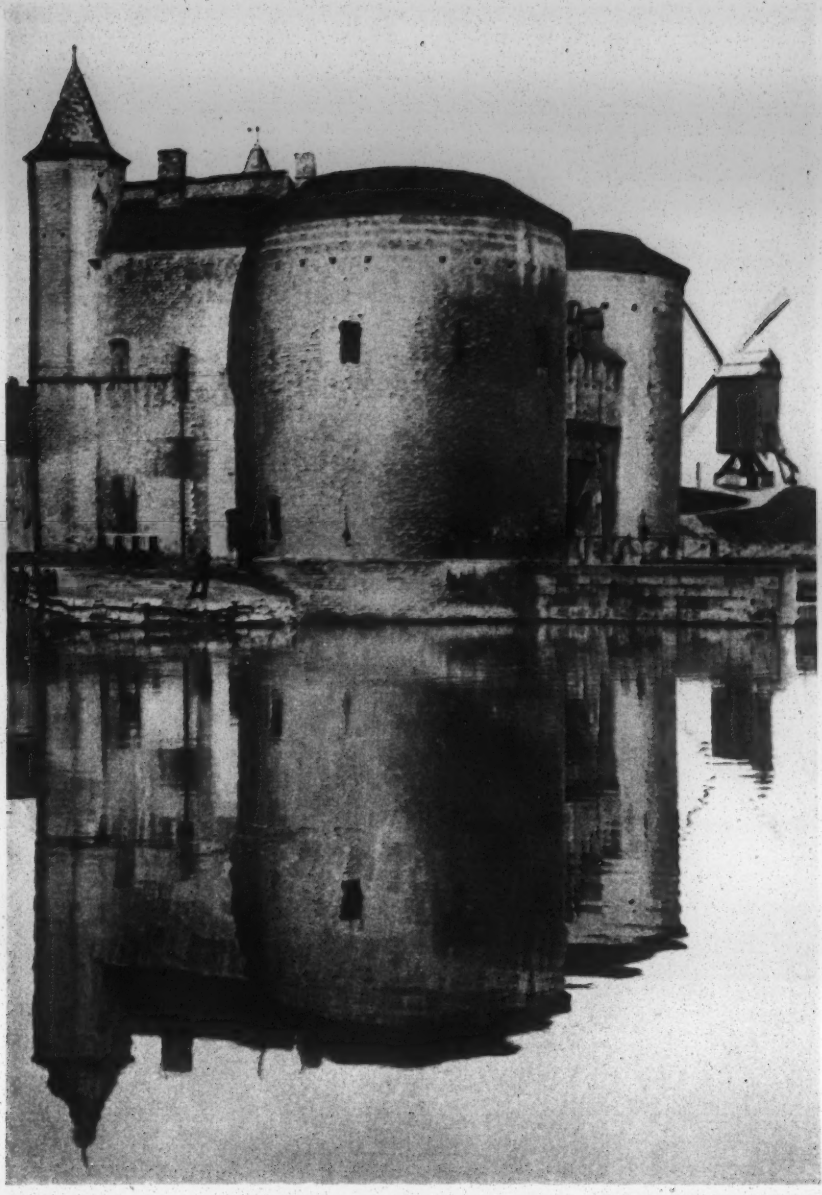
Susak Is Yugoslavian Half of Fiume

The business and industrial section of Fiume is on a narrow strip of level land skirting the sea. Inland the residential portion of the town clambers in some disorder up the steep, rocky hills.

Excellent quays extend along the water front. But they are not so extensive nor so monumental as those of Trieste.

Fiume is really divided into two parts now by the international boundary line between Italy and Yugoslavia. A torrent or creek flows down from the hills and furnishes a natural if rather skimp boundary. The portion of what is really a single city which lies to the east of this stream in Yugoslavia is now named Susak.

Susak has port facilities of its own, and Yugoslavia has pieced these out by leasing from Italy a large basin just west of the little boundary stream. The de facto boundary of Yugoslavia therefore crosses to the west side of the stream and is marked there by a tall metal fence. On one side of this barrier pace



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THE HOLY CROSS GATE: BRUGES

Bruges, of all Belgian cities, has best preserved its medieval characteristics. Though its old town wall was razed in the 19th century on account of modern traffic conditions, the four town gates still remain to aid in perpetuation of the "canal-reflected dream of gabled roofs, carved cornices, and little quay-to-quay bridges." The Holy Cross Gate dates from the 13th century (see Bulletin No. 5).

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New Rail Link Opens up West Coast Mexico

IT IS now possible to buy a through ticket from Los Angeles to Mexico City. Completion of 75 miles of track, from Compostela in the State of Nayarit to Quemada in Jalisco, links the railway paralleling the west coast of Mexico and the railway to the capital, creating a 1,101-mile trunk line.

"The west coast of Mexico is approximately 2,000 miles long from Tiajuana on the United States border to the river Suchiate," writes Herbert Corey in a communication to the National Geographic Society describing the practically unknown and undeveloped region which the trunk line opens up to tourists and trade.

"For a great part of this length it is cut off from the central portion of Mexico by the Sierra Madres. There are plenty of passes, of course, but the barrier exists.

West Coast Closely Linked to the United States

"As one consequence of this partial isolation, the west coast relationship to the United States is somewhat closer than is that of the remainder of Mexico. American goods can be transported easily to the west coast, either by sea or by land, while in return the agricultural products of the coast find a ready market with us.

"That mountainous wall has insured the western coast a partial immunity, likewise, from the high political fevers that have from time to time ravaged the rest of the land.

"The nine states of Sonora, Sinaloa, Nayarit, Jalisco, Guerrero, Colima, Michoacan, Oaxaca, and Chiapas rim the Pacific coast-line, while Durango corners over the Sierra Madres, so that it may be considered in part a west-coast State.

"The peninsula of Lower California—almost as large in itself as is the mainland of Italy down to the heel of the boot—lies across the Gulf of California, which is one of the largest gulfs in the world, and must be considered a part of the entity known as the west coast.

"Mexican statistics are either non-existent or unreliable, but it is safe to say that the west coast as outlined contains almost one-half of the superficial area of the Republic of Mexico and fully one-third of the Mexican population. Yet comparatively little is known of it. Revolution, politics, oil, and ease of access have directed attention toward the central portion and eastern half of the country.

There Is More to Sonora than the Train Traveler Sees

"One starts down the west coast through the State of Sonora. If one is not a seasoned traveler, the first impulse is to turn back. This enormous expanse of blowing sand, white rock, and burning sun is depressing unless one has a little history, a little imagination, and some liking for the desert.

"Sonora is the second largest state in Mexico and one of the richest mining districts in the world; but, gazing out of the car window, these facts at first leave one cold.

"The desert hides its best. Far back in the opal-tinted hills are green

Italian sentinels with feathered hats and greenish-brown putteed legs, while on the other side march Yugoslavian sentries in khaki uniforms.

Behind this fence and along the quays of Susak there is a bustle that is in great contrast to the quiet along the water front of Fiume. As fast as stevedores trundle cargo from one ocean steamer, another from a long waiting line moves up to take its turn. Susak is one of the few sea doors of Yugoslavia, and a considerable part of the import and export trade of the country passes through the port. A reopening of its old trade contacts with Hungary doubtless will similarly galvanize Fiume into life.

Fiume had predominantly an Italian population even under Austro-Hungarian control. To this was due the claim, successfully prosecuted by the Poet D'Annunzio and his troops, that the city should pass to Italy rather than to Yugoslavia.

Bulletin No. 1, May 2, 1927.

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A VENDER OF WOODEN PAILS AND BARRELS HAVING AN AFTERNOON NAP AT THE PORT OF FIUME

For a short time after the World War Fiume enjoyed a distinction similar to that of Danzig; it was a Free City, under the jurisdiction of the League of Nations, and was supposed to serve the joint interests of Italy and Yugoslavia. In January, 1924, however, the two countries agreed that Fiume should go to Italy and Susak Yugoslavia. Fiume was the scene of D'Annunzio's spectacular exploit.

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A Gift More Prized Than Turquoise by the Zuni

DR. NEIL M. JUDD, leader of the National Geographic Society Expedition to Chaco Canyon, New Mexico, which has revealed the tragic story of Pueblo Bonito, prehistoric apartment house, returns to the expedition camp this spring.

Dr. Judd will be greeted again by members of the Zuni tribe who have served him as laborers, to whom he brought last year a precious gift. His present was a live, brilliant Mexican macaw. This bird has special significance for the Zuni, yet few of the tribe had ever before seen one of these brightly feathered parrots.

Macaw One of Many Zuni Clan Totems

"Each of the dozen or more clans (individuals related through the maternal line) at Zuni has its own clan totem: the Bear, Badger, Coyote, Eagle, Snake, Corn and Mustard," Dr. Judd writes in a report to the National Geographic Society. Of all these clans none has a larger or more vigorous membership than the Macaw people.

"The Macaw clan has furnished a majority of the leading men at Zuni for several generations past. But these leaders knew the macaw, their clan totem, only through verbal description, handed down from one generation to another. Two years ago a small delegation went to San Domingo, a Tewa pueblo near Albuquerque, there to trade turquoise ornaments for macaw feathers. There are two captive macaws at San Domingo, obtained through exchange with Mexicans.

"During past years at Pueblo Bonito several of my Zuni excavation crew have been members of the Macaw clan. Pictures in our camp library verified descriptions of the *moola*, to give the Zuni name of the macaw. These men were highly pleased last fall when I told them I should try to obtain for them a live bird, as a gift to the entire Macaw clan.

"But when I arrived at Zuni I found that carefully laid plans were intended to divert my purpose and bring something of an individual reward. Two of the boys had made it known that the bird was to be a present to each, individually, and I suppose each of the pair had already taken orders for *moola* feathers, indispensable articles of adornment in certain ceremonies and in the preparation of prayer plumes. But I insisted the macaw was a gift to the entire clan and not a personal remembrance to a single friend. It was my expressed opinion that the Sun Priest, as highest official of the clan, should receive the bird and act as its custodian. And right there I discovered some surprising information about the macaw and its habits.

Some New Facts about the "Dangerous" Macaw

"Taking advantage of my limited Zuni vocabulary and still hoping to obtain the bird for himself, one of the two boys, in my presence, told the Sun Priest that in their native habitat the macaws gather in flocks of from two hundred to three hundred and, as they see a man passing through the forest, swoop down to attack him. The *moola* was credited with being especially fond of human flesh and extremely dangerous in captivity. Previously, the Sun Priest had learned from the second hopeful lad that the macaw was apt to die if he did not get the kind of food to which he had grown accustomed. But after an

valleys and golden mines. The ride southward from Nogales was as unemotional as that from Washington to Baltimore.

"Now and then, as the train stopped at a village hidden in the night, we peeped from our berth windows to see silent Indians standing alongside the cars, each with a pitiful little tray of foodstuffs for sale. Later we became accustomed to this, but at first sight it was almost shocking.

The More Stations the More a Mexican Eats

"Not one seemed to have more than a handful to offer the wakeful. Some had a few onions and some a half dozen soggy tamales, and now and then an enchilada. There were trays of the delicious Mexican sugared bread and baskets of oranges and apples.

"Those who rode in the day coaches bought and bought and ate at each station. There is nothing the traveling Mexican likes to do more than to eat, apparently, and he has long ago discarded the theory that meals should follow a time schedule.

"His plan is very simple. He eats at each station, and the more stations there are, the more he eats.

"Even so, it was difficult to see how the venders can make more than a meager living, for there is but one train a day for them to meet. It is doubtful if they average a daily turnover of 20 cents.

Candles in the Fog at Guaymas

"The explanation is, of course, that their living costs them exactly nothing. They live on the corn and beans they raise in their gardens, with now and then an egg from the unfed hens or a slice of pork from the hysterically rustling pigs. It is only the surplus above the day's needs that they sell.

"It was a dark morning outside our car at Guaymas. The sun had not yet risen, and the sea fog was rolling in from the great Gulf of California. We hardy northerners pulled our overcoats about our ears and stepped out to a sight which became familiar through constant repetition, but which never lost its picturesque appeal.

"Candles twinkled everywhere over tiny, white-clothed tables on which a few dishes of food were offered for sale. Behind each table sat the Indian proprietress.

"The patrons were for the most part peons, clothed in thin cotton garments, pajama fashion, sometimes with sandals, sometimes barefooted, threadbare blankets pulled up high about their ears, their faces romantically hidden beneath the brims of their immense hats.

"It was our introduction to the Mexican habit of eating and sleeping out-of-doors. Somehow, the wind is tempered to these partially shorn lambs.

Peons Sleep with Comfort on Street Stones

"No matter in what part of the Republic we might be, the flames of the candles in these little open-air restaurants seemed to rise straight up, as though no vagrom breeze ever ruffled them.

"The night air might be cool to us in our three-piece, all-wool suits, under our light overcoats, but the peon is impervious to discomfort. He rarely shivers. When he gets ready to go to bed, he selects the nearest wall and curls down upon the stones of the street.

"In the Yaqui country we often saw groups of Indians asleep star-fashion about a fire, heads out, feet in. A light blanket serves as cloak by day and bed by night."

Bulletin No. 2, May 2, 1927.

For further reference see, "Adventuring Down the West Coast of Mexico," by Herbert Corey in the *National Geographic Magazine* for November, 1922, and "Among the Zapotecs of Mexico," by Herbert Corey in the *National Geographic Magazine* for May, 1927.

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Development Rapid in the "Cacao Coast" of Africa

SO MANY good things are coming to England's Gold Coast Colony this year! First there is the harbor at Takoradi, which, when it is completed this year, will be the first good harbor the colony has ever had.

Second, the first motor bus service to appear in West Africa has started in Accra, the capital, running six cars over three routes.

Third, Achimota College, a school with courses for African natives from kindergarten to university grade, has just been opened near Accra.

England's investments in her tropical Gold Coast Colony within the last few years have been very large. At Takoradi England has staked its pounds, in part at least, on the American glass of chocolate malted milk and the English cup of cocoa.

More Gold in Cacao Than in Mines

The Gold Coast Colony is the world's largest producer of cacao, which is manufactured into cocoa and chocolate. In one recent year the colony shipped 54,000 tons of cacao, valued at $10,000,000, to the United States. The total production for the year ending March 31 was 230,000 tons.

While the Gold Coast no longer puts its trust in gold, cacao has displaced the metal only within the last few years. For 400 years gold was the hope that glittered for white men on the Gold Coast. Gold mines built the railroad to Seccondee, for which Takoradi is the port. In 1924 gold shipments reached more than $4,000,000, but the mines seem to be nearing exhaustion. A geological survey of the Gold Coast Colony in 1915 revealed other minerals which may themselves put gold in the background. Manganese and bauxite are important exports. The first is used in steel-making and the second for aluminum.

Of all the "coasts" on the Gulf of Guinea, the Gold Coast has been last to give up its legacy. There were four: "The Grain Coast," where Liberia is today; "The Ivory Coast," which has given its name to France's Ivory Coast Colony; then the "Gold Coast," which has become the "cacao coast," and finally "The Slave Coast," the littoral of present Dahomey and Nigeria. Elephants that supplied the Ivory Coast with ivory have disappeared, slavery has been suppressed in Nigeria since early in the 19th century, and it has been decades since Liberia sold grain in quantities.

Gold Coast Colony Linked with Two Territories

Bound up in these names are much history and geography. Why should they be coasts? Why not real names for the mainland like Virginia, Maine or British Guiana? The answer is that for nearly 400 years coasts were all that Europeans knew of this part of Africa. The Portuguese came and built trading forts. The Dutch, the French and English followed. Sometimes rival trading stations were 8 miles from one another, as in the case of Dutch Elmina and English Castle Rock.

Safe in their forts traders lived and waited for the tribesmen to bring gold, slaves and ivory. They did not dare penetrate a 200-mile barrier of tangled tropical forest that stretches from the Gulf of Guinea shore to the edge of the Sahara Desert.

Finally, in the 19th century, the European nations began to consolidate their

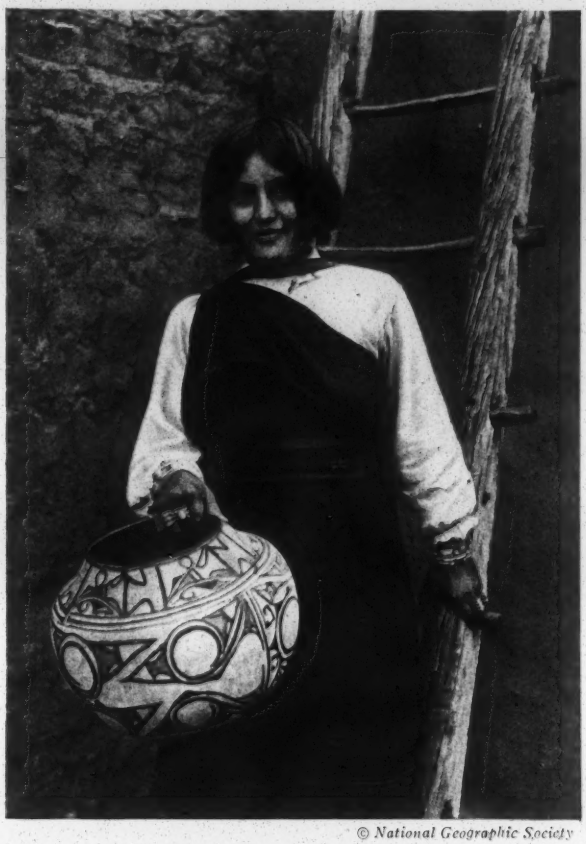
hour's discussion the fears of the priest were eliminated and he consented to care for the macaw in behalf of his people. Word came to camp later that the Sun Priest and the macaw had established friendly relations and that both were quite content.

Expedition Has Found Many Macaw Skeletons in Pueblo Bonito

"During the course of the National Geographic Society's explorations in Pueblo Bonito, we have found over thirty skeletons of the great macaw. And Pueblo Bonito, from archeological evidence, was abandoned approximately 1,000 years ago. It appears then that the inhabitants of this great prehistoric village must have obtained live macaws through barter with the tribes of central Mexico."

Bulletin No. 3, May 2, 1927.

For further reference see, "Everyday Life in Pueblo Bonito," by Neil M. Judd, *National Geographic Magazine*, September, 1925; "The Pueblo Bonito Expedition of the National Geographic Society," by Neil M. Judd, *National Geographic Magazine*, March, 1922, and "A New National Geographic Society Expedition," *National Geographic Magazine*, June, 1921.



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A ZUNI GIRL WITH A WATER JAR

Most of the laborers attached to the National Geographic Society Expedition at Chaco Canyon, New Mexico, were Zuni. It is certain that the Zuni are related to the people who built the magnificent apartment of Pueblo Bonito and later abandoned it. Tribal relations are traced in the southwest by archeologists through the designs on pottery. The ladder leads to the second flood entrance of this girl's home.

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The Most Important Day of the Year in Bruges

TO-DAY, MAY 2, Bruges holds the greatest of its annual celebrations, the procession of the Most Precious Blood.

Bruges, for the day, will be filled with visitors, Belgians, Americans, Englishmen and others, to witness the procession and wander about the quaint, old town.

If we are unfamiliar with the language of a foreign country, we are likely to accept the names of its cities as meaning nothing in particular. But Bruges fools us. Its name has about as common an origin and is about as plainly descriptive as "Three Rivers" or "Smith's Crossroads." Because the town from the beginning had numerous canals and structures carrying streets across them, it was named (in Flemish) "Bridges." It is a sort of reversed Venice. Whereas the latter is an area of sea with islands scattered in it, Bruges is a land area cut into islands by numerous canals. In both cities many houses rise sheer from the water and boats serve as carts and cars.

Where Germans Built a U-Boat Nest

Like Venice again, Bruges was once the commercial and banking center of the world. This was in the 14th century. The center of commercial activity had moved from Italy to Flanders, and Bruges was then Flanders' greatest market. World trade came up the river Zwyn, which then gave it a harbor. Merchants from the four quarters of the known world maintained headquarters in the city. Its bourse (exchange) regulated money rates for all Europe. Ghent was a strong rival, but until the Zwyn finally silted up in 1490 Bruges held its own. At the height of its power Bruges had a population of 200,000; now the inhabitants number about 55,000.

Not to be cheated of a port by Nature's destructive forces, the people of Bruges have built several canals to the North Sea. The largest and most direct leads 8 miles to Zeebrugge (meaning "the seaport of Bruges"). This port and its canal and the basin at Bruges figured prominently in the World War. The Germans developed a strong U-boat nest at Bruges from which their underwater commerce destroyers went out to sink many an allied ship and to which they returned for repairs and outfitting. A tremendously strong shelter with a concrete roof 6 feet thick, built over the water, stands near the Bruges end of the sea canal to-day. It remains a monument to German U-boat activities. Allied bombing planes were unable to find the exact location of this camouflaged nest. Probably they would have been able to inflict little damage on its roof even if direct hits had been scored. The British, however, successfully hindered the U-boat activities from the Bruges nest by their famous sortie against the Zeebrugge mole when old ships filled with concrete were sunk across the entrance channel to the canal.

Home of a Famous Carillon Hung in the Market Hall

Bruges is one of the quaintest of the old Flemish cities. It is said to preserve in its architecture a more medieval aspect than any of its sister towns. Prominent architectural features are the church of Notre-Dame and the Cathedral of St. Sauveur, both excellent examples of early pointed Gothic. The Market Hall houses, within its dominant belfry, forty-eight bells, one of the most famous carillons in Europe.

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holdings in Africa. England took claim to 240 miles of the Gold Coast and ran the border lines (including territories) back 400 miles. Three districts compose the holdings: first, the Gold Coast Colony itself; second, Ashanti territory; and, deepest inland, the Northern Territories bordering the desert.

The tropical forest has lost its terrors for Europeans. Two main railroad lines from two coast cities, Seccondee and Acćra, join at Kumasi, the old inland capital of the Ashanti tribes where human sacrifices were offered up less than fifty years ago. Altogether there are 400 miles of railroads in the Colony and 4,000 miles of motor roads.

Putting the Tropics to Work

Not only has the European lost his fear of the tropical forest, but slowly he is putting it to work. Tropical forests will keep the new port of Takoradi busy, not gold. Now that the natives have discovered steady profits in cacao, it is difficult to turn their attention to other agricultural opportunities. Yet the production of palm nuts for palm oil is increasing, sisal attracts attention, kola nuts are important, and "African mahogany" boosts the export figures by 250,000 pounds. With better transportation and port facilities at Takoradi more timber will get to market. Big logs had a vicious tendency to break away in the chronic bad seas, so the Gold Coast is littered with battered derelict hulks of timbers that were intended for Europe.

Bulletin No. 4, May 2, 1927.

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CLEANING CACAO BEANS, THE RAW MATERIALS OF COCOA

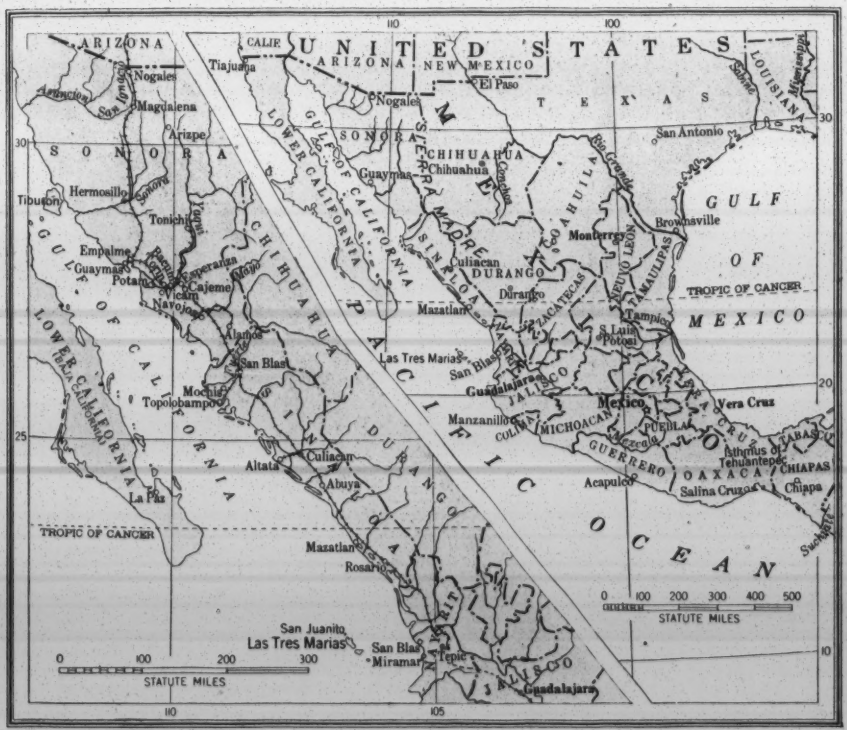
After the beans have been removed from the pods they are put to ferment for a few days and are then sunned and cleaned. Cacao beans are covered with a slimy substance aptly termed "muck," and this was formerly removed in the manner shown in the picture. Children would shuffle back and forth through the beans, the muck coming off on their feet.

In St. Basile's Chapel is kept the Sacred Vial, brought by crusading knights from Jerusalem. The Vial is reputed to have been the vessel holding the water with which Joseph of Arimathea bathed the blood-stained body of Christ. Churchmen carry this reliquary once each year in the procession of the Most Precious Blood.

Bruges has long been noted for its woolen cloths. In recognition of the city's preeminence in this field in 1430 Philip the Good of Burgundy named the order which he then created, "the Order of the Golden Fleece." This has been ever since one of the most exclusive knightly orders.

Bulletin No. 5, May 2, 1927.

For further reference see, "Through the Back Doors of Belgium," by Melville Chater, *National Geographic Magazine*, May, 1925.



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THE WEST COAST OF MEXICO

The railroad, which has been opened all the way from Los Angeles to Mexico City, crosses the border at Nogales. It follows south through the States of Sonora, Sinaloa and Nayarit. The dotted line shows the 75-mile stretch which has been completed recently, establishing connection with the capital through Guadalajara, capital of the State of Jalisco (see Bulletin No. 2).